

Public Ledger

DAILY EXCEPT SUNDAY.
THOMAS A. DAVIS,
EDITOR AND OWNER.

OFFICE—Public Ledger Building No. 15 East Third Street.

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Six Months \$1.50
Three Months .75

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WE'RE FOR AMERICA & AMERICANS!



REPUBLICAN TICKET.
Election Tuesday, November 3d.

Clerk Court of Appeals,
Hon. JAMES G. BAILEY
of Maysville.

Circuit Judge,
WILLIAM G. DEARING
of Fleming.

Commonwealth's Attorney,
EDWARD DAWSON
of Bracken.

Representative,
JOHN W. RICE.

Circuit Clerk,
HARLEY C. SHARP.

County Judge,
MORRIS C. HUTCHINS.

County Clerk,
WILLIAM D. COCHRAN.

County Attorney,
GEORGE W. ADAIR.

Sheriff,
GEORGE H. OWENS.

Assessor,
E. O. BULLOCK.

Superintendent of Schools,
MISS MARY P. CHAMBERS.

Jailor,
JOHN JOHNSON.

Coroner,
O. E. COLLINS.

FOR JUDGES OF THE PEACE.
First District—William N. Howe.

KENTUCKY REPUBLICAN PLATFORM.

Adopted at Louisville, Aug. 10th, 1897.

Resolved, by the Republican party in Convention assembled—

First—That we reaffirm the principles of the Republican party as set forth in the platform adopted by it at St. Louis in 1896.

Second—That we indorse the Republican National and State Administrations, and especially commend the action of our present state officials in their efforts to suppress mob violence and to preserve the financial credit of the state.

Third—We commend the action of the representatives of the Republican party in the passage of a tariff bill which will raise revenue sufficient to support the government, prevent the issue of interest-bearing bonds, protect American labor and maintain the National credit.

Fourth—We are opposed to a system of Civil Service that builds up an official class with practically a life tenure in almost all branches of the public service, and we demand that the Civil Service Law be modified so as to limit the term of service to four years, with the privilege of reappointment or promotion, subject to such restrictions as will secure competent officials and give to every section of the country its proper proportion of them.

Fifth—We heartily sympathize with the struggling people of Cuba in their efforts to secure liberty and independence.

Sixth—That we recommit to the people the adoption of the Constitution Amendment submitted by the late Legislature, allowing all cities and towns the privilege of regulating under legislative supervision the method of trying the taxes they impose on themselves for city and town expenses.

Seventh—We favor the passage of a law that will protect the laborer of Kentucky from the competition of convict labor, and if necessary to accomplish said result an amendment to the Constitution permitting such legislation.

Anchor Flour is good. M. C. R.

Teeth extracted without pain. Dr. J. W. Cartmel, over Harry Taylor's. Phone 60.

Jeneau Yukon get Soda Water as cold as Klondike at Chesnut's Drugstore!

Remained at business at the old stand. The popular Maysville resort, the Electric Park, will have its curtain up at 8 p. m. tonight. New acts, new songs and plenty of new features. It's a great show for the money. You treble the amount for others there are which are not half so good, charging big prices. Go out tonight and hear the people in bright and clever vaudeville. The time spent will be profitable because it will bring you rest and fun.



Attractions at the Park

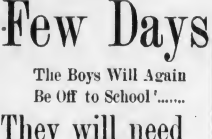
THIS WEEK

THE DRAGONS. The Stars. SEEKER & WILKES. FELICE, and others.

Lewis L. Baldock. Musical Director. Lew Secker. Stage Manager. WILLIAM H. PERMONT. Manager.

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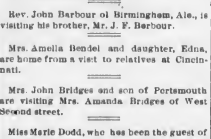
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Nashville Weather.

What We May Expect For the Next Twenty-four Hours.

THE LEADER'S
WEATHER SIGNALS.

White streamer—FAIR;
Blue—RAID OF SNOW;
With black above—WILL WARM
grow.
If black's above—COLDEN—WILL
be.
Unless black's above—no change
will be.
If the black's above are made for a
period of thirty-six hours, ending at 10 o'clock
tomorrow evening.

Old Sam Clay Bourbon at Roper's New

The youngest daughter of Mrs. Charles

Special—Mason Fruit Jar.

ADVERTISED LETTERS.

Those Who Have Mistaken in the

Below is a list of letters remaining un-

Persons calling for these letters will

TRAGIC DEATH.

Veteran Citizen of Lewis County Meets

The tragic death of the Rev. Thomas

A bug had been getting into the old

While at the fish stall floundered by

There he was found by a member of

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Eyesight

Is of such great value that one ought to take more than ordinary precautions to guard against every possible trouble.

If you have even a remote suspicion that there is any trouble with your eyes it will be for your own best interests to have your vision tested and trouble, if any, removed.

Very simple troubles may develop serious results if not properly treated.

Ordinary failing eyesight receives our most careful attention, both as to glasses and frames.

It's just as important to have the right frame as the right glass, and from our large stock we can give you the correct thing in either Gold, Silver or Steel.

We make no charge for examinations, and if yours is a case requiring the services of an oculist we will frankly tell you so.

BALLENGER,

South Side Second Street.

All popular brands of Flour for sale

The Misses Young will reopen their

Two Prominent Young People of Maysville

Will Marry Today.

The marriage of Mr. Walter R. Cady

The young couple, accompanied by

Mr. Cady is one of Maysville's most

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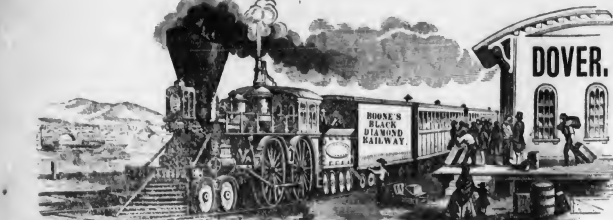
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BOONE'S "BLACK DIAMOND!"

Ringing Resolutions, Indorsing Colonel Boone, Passed By a Mass Meeting at Knoxville Last Thursday.

OTHER IMPORTANT BLACK DIAMOND RAILWAY MATTERS.



The Boone Policy For the Operation of the Black Diamond System of Railways.

First—No through passenger trains to be run over any corporation comprising the Black Diamond System of Railways unless the line is double tracked. This will naturally force all the roads North of Jellico, Tenn., to be made double track—Jellico to the Sea, 300 miles, to be constructed from the start double track. Why? Because a single track will never be able to handle the traffic.

Second—To encourage people to reside along the line of the Black Diamond Highways of Commerce, passenger rates for local residents to be fixed not to exceed the following fares. One way, two cents per mile, round trips, LIMITED, GOOD FOR ONLY ONE WEEK, one and a half cents per mile; for the outside public the rates shall not exceed three cents per mile.

Third—An excursion train to be run over the same route the local passenger train carries at least once a month, upon which the fare will be one cent per mile. Upon all legal holidays and during the week between Christmas and New Years trains to be operated with rates not to exceed one and a half cent per mile.

Fourth—All local freight rates in the "Southland" to be not in excess of two thirds of what like service was charged for on April 3d, 1905, by the Southern Railway Company on its line in Tennessee between Bristol and Chattanooga. In the "Northland," (North of the Ohio river,) the local freight rates shall not be in excess of five-sixths of what like service was charged for July 1st, 1907, by the Pennsylvania Company, using the tariff sheet of the line between Madison and Indianapolis, Ind., for Indiana and Illinois, and for Ohio using the tariff sheet between Columbus, O., and Pittsburgh, Pa.

Fifth—Through tariff rates on the "Southland" lines of the Black Diamond shall not be in excess of one and two thirds of what the rate is between Chicago and Ohio river points. Through tariff rates on the "Northland" lines for a like distance shall not be in excess of the tariff rates in vogue between Chicago and Ohio river points.

Sixth—The coal rates for Blount and Monroe counties, Tenn., from the mines of Southeastern Kentucky and East Tennessee and for all points South of Knoxville, Tenn., shall not be in excess of the rate to Knoxville, plus twenty-five cents per ton. (Rate to Knoxville has been fixed by contract at sixty-five cents per ton for domestic coals and forty-five cents per ton for coals used for steam and heating purposes.)

Seventh—The coal rates to all points in North Carolina shall not be in excess of the rate from the mines to Knoxville, plus fifty cents per ton.

Eighth—The coal rates to all points South of the North Carolina state line shall not be in excess of the coal rates from the mines to Knoxville, plus eighty-five cents per ton.

Ninth—To encourage the maintaining of manufacturing establishments along the Black Diamond Highways it shall be the pledged policy of each of the Black Diamond lines to subscribe as a bonus a sum equal to not less than one-tenth of the actual cost of any plant erected, outside of cost of real estate, the bonus to be paid by the railway company by permitting the freight bills of such plant so erected and operated to be credited with an amount equal to not less than one-fifth of its freight bills, covered only by the corporation so subscribing, until the bonus is paid.

Tenth—No tickets to be on sale outside of the railway offices of the Black Diamond lines.

The ten articles of good faith that will be inaugurated by the Black Diamond corporations, and to insure the carrying out of same will be incorporated in every right of way taken, shall be adopted by each Board of Directors and ratified by the stockholders before the mortgage is made. It will make every line of the Black Diamond Highways a paying investment to capitalists. Why? Because it insures constant use of its tracks to handle the great traffic in store for it. It will be a system of railroads that will not only give it the best service to the people living along its lines, but work solely for their welfare and advancement in the commercial world.

Trusting I have made plain the future policy of the several Black Diamond corporations, whereby the entire section will be served by handling its freight and passenger traffic, and that such a policy will insure to make the people more contented and prosperous, I am, with respect,

Alfred Boone

The Projector of the Black Diamond Railway System
ZANESVILLE, O., AUGUST 14th, 1907.

Notes to the Editor—For the guidance of the public in coming to a conclusion as to the ability of the Black Diamond Roads to maintain the above passenger rates, we will state that the New York Central adopted as its maximum a two-cent rate, which has been in vogue for many years. This two-cent-per-mile rate, with low commutation rates for local travel, considerably less than one cent per mile, has resulted in making the New York Central the greatest and best local road in the United States. It runs from New York City via Albany to Buffalo, a distance of 490 miles. Preserve this paper, carefully digesting its contents occasionally, and watch for results.

THE GREAT SOUTHLAND MEANS BUSINESS.

Leaving Mayville at 1:30 p. m. via the Kentucky Central on Wednesday last, lying over at Paris until 10:35 that night, thence taking a through sleeper via Livingston, the writer reached Knoxville, Tenn., at 7:45 Thursday morning.

It was his first visit to that city; and of all previous stories of its beauty, location, of its magnificent environment, of the extent of its industries and enterprises, of the thrift of its citizens, and of that warm-hearted greeting to the stranger within their gates which has made "Southwestern" a synonym for hospitality, — of all these, it can be said with perfect truth that the half had not been told. Knoxville occupies the center of the

Great Valley of East Tennessee, surrounded by mountains of untold mineral wealth, while fertile valleys spread out on every hand, yielding abundance to the husbandman, and to spare.

With pastoral scenery unsurpassed by any in the world, the Great Valley is an inspiration to the tourist and an invocation to the home seeker who loves Nature. Encircled by such environments the people of Knoxville are to be congratulated, and only those who have not seen for themselves will doubt the possibilities of that wonderful section.

Already Knoxville has assumed the rank of Metropolis; and there is probably nowhere else in the South a community

of 40,000 people so thoroughly united in the work of building up a city and its industries.

They are not content with the largest woollen mill in the Union; they want others.

They are not content in the knowledge that they have iron and coal inexhaustible; they want to send it out among less fortunate communities.

They are not selfish because God has favored them with a climate unequalled for pleasantness and a soil unsurpassed for productiveness; they are making an effort to induce others to share these blessings.

They are not satisfied because they have enough of one kind of marble to build the world's houses for a thousand years to come, enough of several other kinds to furnish the wainscoting, mantels and ornamental trimmings, together with slate sufficient to roof all these buildings; they are united in an effort to secure cheap transportation for these products to the markets of the great North, the East, the West and to the Southern Sea, board, thence by the Panama Canal and across Nicaragua to the uttermost end of the earth.

To accomplish this the citizens of Knoxville and Knox county some three or four years ago called in Colonel Albert E. Boone of Zanesville, O., whose fame as a Railway Pathfinder and Promoter had reached them, and after due time it was agreed that the old Charleston and Cincinnati Railway should be revived under the name of the Black Diamond System.

The former road was projected by the Hon. John C. Calhoun in 1836, and but for the panic of 1837 it would have been pushed to completion then. As it was \$4,000,000 was subscribed toward it and \$217,000 expended on work, of which sum the infant city of Knoxville paid \$18,000.

In the revival of this long dormant enterprise Colonel Boone was given carte blanche, as it were; and how faithfully he executed his trust, and how well satisfied the people were with his work, was shown by the almost unanimous vote by which the citizens of Knox county and the citizens of Knoxville subscribed \$500,000 each, — \$1,000,000 in all, — to aid in building the Black Diamond Railway. In addition to this \$1,000,000, the county put up \$200,000, the city \$300,000 and private citizens \$5,000, making \$450,000 in all, which was used as a "Promotion Fund," — that is, to secure the right of way, pay for the surveys, maps, profiles, write-up of the territory through which the road runs, and such other information as capitalists require before they put their money into the bonds of a railway enterprise.

This work has been completed, and to the entire satisfaction of those who have borne the expense. Indeed, the contracts have been "signed, sealed and delivered" for the building of that part of the System in Knox county, and Colonel Boone has two years from January 1st, 1907, in which to begin the work of construction.

Meantime Colonel Boone is looking for advantageous connections to the North, Northeast and Northwest, and is now engaged in interesting the people of Kentucky in a line already chartered as the Dover, Kentucky and South Atlantic Railway, which goes via Germantown, Mt. Olivet, Cynthiana, Lexington, Nicholasville and Lancaster to Stanford, thence to intersect the main line of the Black

Diamond extending to the Ohio River and by way of New Albany to Indianapolis, Ind., and Springfield, Ill.

Crossing the Ohio River at Dover, the road will extend upward to Ripley, thence via Aberdeen to West Union, and on through Columbus to Lake Erie.

Touching Aberdeen, this link of the System will be of great value to Mayville, and that without the expenditure of a cent on her part. Isn't it about time, therefore, for our citizens to cease "nagging" at Colonel Boone and throwing cold water on his enterprise when he offers to give them a nearby railway without cost to them?

The movements of Colonel Boone in this section have given rise to reports that the people of Tennessee had dropped his enterprise; and to refute these statements it is only necessary to reproduce the resolutions adopted at a mass meeting of the citizens of Knoxville, held at their Courthouse on Thursday evening, August 19th, and presided over by Hon. M. L. Ross, President of the Chamber of Commerce and head of one of the largest wholesale grocery firms in the South, while Colonel John Bane, Secretary of the Black Diamond Railway, was Secretary.

The meeting was addressed at length by General J. C. Williams, the ablest lawyer in East Tennessee, who has from the start been one of the most ardent advocates of Colonel Boone and his enterprise. General Williams had just returned from Kentucky, Ohio and Indiana, and his remarks were addressed to the citizens of Knoxville and those Southward, to let them know what interest was being taken in the road by the people North of them.

Short speeches were made by Colonel W. L. Ledgerwood, Judge J. M. King, E. D. Davis, Esq., and Major J. B. Harrison of Knoxville, followed by Mr. Thomas A. Davis of this city, after which the Committee on Resolutions, composed of Hon. Peter Kern, J. P. McMillen, Samuel B. Dorn, C. A. Ebel and Rudolph Knapp, presented the following, which were unanimously adopted.

RESOLUTIONS.
Preamble and resolutions presented to the Mass Convention of the citizens of Knoxville at the public hall of the Courthouse, Thursday evening, August 19th, 1907:

The citizens of Knoxville in mass convention assembled desire to emphasize, in no uncertain tone, their faith in the ultimate construction of the Black Diamond Railway System, whereby the Ohio River and the country to the North will be hooked by hands of steel to the South of Ohio. When we consider the inestimable commercial blessings, as well as closer social relations that inevitably must follow, we congratulate ourselves upon the brilliant prospects now more than sixty years deferred. Before railroad construction was our father's bane the agitation and promotion of this line, and from that day forward it has been the dream of our people that the enterprise would fructify and become a reality. We do not hesitate to affirm that the building of the Black Diamond Railway from the South Atlantic by way of Knoxville to the Ohio River and thence to the three capitals of the three great sections of the country is the one project of modern times — full of real consequences — to the people along its lines, and stamps the originator as the greatest commercial pathfinder of the age.

With the early completion of the waterway across Panama, the commerce of the world will revolutionize and find a new way to the East by coming South and West, and thus a new market will open up for the products of field and mine and shop to lighten demand, increase price and encourage production. It requires no dreamer to anticipate the commercial and industrial developments that must come to this immediate section and thereby bring new life, new hopes and higher aspirations to gladden the hearts of our home people. Already the South is attracting the attention of both capital and labor above any section of the Union, and we invite all, who will, come and see with their own eyes that we may continue to be law-abiding and God-fearing, and thus hand in hand go forward in the great work of utilizing those means which Nature has so bountifully bestowed.

What Knoxville most needs is closer commercial relations with those living beyond the mountains; the privilege to buy and sell in markets now shut to her; to attract merchants, tradesmen and manufacturers; and above all emancipation from unjust discrimination which limits her trade and dwarfs her energies.

We believe that the construction of the Black Diamond System will prove a pathway for her life and bring to her doors an increased population, and that commercial and industrial activity which she richly deserves. In view of the foregoing, be it resolved, That we recall the convention held in our city April 24, 1905, and likewise the mass meeting of April 24th, 1906,

and we hereby reaffirm with emphasis the resolutions adopted in said meetings.

Second—We further pledge ourselves loyally and faithfully, and without reserve, to stand by the same until the last spike is driven, and to the hilt back the road.

THIRD—We have entire confidence AND TRUST IN THE HONESTY, INTEGRITY AND GOOD FAITH OF COLONEL ALBERT E. BOONE THE PROJECTOR OF THE BLACK DIAMOND SYSTEM, AND BELIEVE THAT HE HAS THE ABILITY AND MORE PURPOSE TO CARRY FORWARD HIS GREAT PROJECT TO COMPLETION.

FOURTH—We send greeting to our brethren North and South of us in their patriotic efforts to promote said road, and beg to assure them that in COLONEL BOONE THEY HAVE A LEADER WORTHY THE GREAT CAUSE.

FIFTH—From this day forward, insofar as lies in our power, we will leave nothing undone to promote said railway, and never give up the fight until victory comes to bless our beloved section and our common cause.

Mr. J. B. Harrison, an enterprising South Carolinian who has made his home in Knoxville, read the following telegram showing how his native state is interested in the Black Diamond cause:

ANDERSON, S. C., August 19th.

Hon. Martin L. Ross, President: Notice of railroad meeting received too late for delegation from Anderson. Anderson will stand by Knoxville in the great enterprise as far as he is able. The road would be built. Colonel Boone has demonstrated its necessity as well as practicability, and he has the faith that will remove the Blue Ridge Mountains if the people will stand by him. His indomitable energy in this enterprise deserves the success and should inspire faith in every one to work with a will in the building of a road that means untold millions of wealth to the South.

G. F. TOLLY, Mayor.

J. M. SELLIVAN, President Board of Trade.

J. L. THIRLBLE.
It is longer tenable to doubt the capacity and the integrity of Colonel Boone when citizens of Knoxville, representing the business and the wealth of the entire community, reaffirm their confidence in him and their purpose to stand by him till the last spike is driven in the Black Diamond System?

If we were a "dime" doesn't it look like these business men would have found it out during the four or five years that he has been engaged by them in promoting this enterprise?

Mayville threw away her opportunity to secure the crossing of the Black Diamond at this point.

Smaller places, with less wealth but with more enterprise, grasped the chance, and, depend upon it, if they will do as Colonel Boone says he will perform every promise he makes.

T. A. D.

PREVIOUS ACTION.

Resolutions Formerly Passed at Knoxville.

[To a full understanding of the meaning of the foregoing resolutions of the citizens of Knoxville and Knox county in regard to Colonel Boone and his Black Diamond System, THE LEADER reproduces the resolutions passed in 1895 and 1896, and which were reaffirmed by the mass meeting at Knoxville August 19th, 1897, report of which appears above.]

UNANIMOUSLY ADOPTED at that Grand Railway Convention by the Delegates From the States of Kentucky, Tennessee, North Carolina, South Carolina and Georgia, assembled at Knoxville, Tenn., April 24, 1895.

The resolutions were presented by General J. C. Williams of Knoxville, Tenn., and were as follows:

"Whereas, There is without question a necessity and a demand for a line of railway extending from the coalfields of Kentucky and Tennessee to Tidewater, whereas, this has been so clearly recognized for the past fifty years that various efforts have been made to construct such a railway, lines have been located and much work has been done towards construction; whereas, the reasons for failure in such cases, heretofore, have been external and in no way implied any change in the conditions demanding the road; whereas, these reasons being now stronger than ever, from the fact that the mineral and other resources of the various states through which the road should pass have been developed, and have been found to be richer than ever anticipated, an unlimited market for coal and timber awaits the construction of this road at Tidewater; and whereas, the number of enterprises that would absorb capital with an assurance of absolute certainty and profit are more limited than heretofore; therefore,

Resolved, That the time has come to build this road, the conditions being more favorable than ever before.

"Resolved, That this convention, having heard the plan proposed by Colonel Albert E. Boone, cordially indorse the same, believing that he proposes a line of reasonable and such that promises success.

"Resolved, That having investigated the

record of Colonel Boone, we believe he comes to this work fully equipped by ability and a large experience to carry to a successful issue his plans.

"Resolved, That we, for ourselves, and the section we represent, pledge Colonel Boone our enthusiastic support, and that we recommend the raising and expenditure of such preliminary funds as may be necessary to put this road in a shape to be considered by the capitalists who will be asked to take this bond."

RESOLUTIONS Adopted at the Mass Meeting of April 24th, 1895, held in Knoxville, Tenn., asking the County Court of Knox county, Tenn., to take action toward aiding the Ohio, Knoxville and Tidewater Railway Company to the amount of one million of dollars (\$1,000,000).

The resolutions presented to the Convention by Judge J. M. King were as follows:

PREAMBLE.
Whereas, It is an imperative necessity for the city of Knoxville, and it should maintain its ascendancy as a jobbing and manufacturing city, to have entering in it, or passing through it, more than one line of railway, and while it is true that no industrial and manufacturing city can afford to be so dependent upon one line of railway as to have its business, of which it was doing a large share, and at rates and in a manner highly favorable and satisfactory to our jobbers and manufacturers, and while there are no present rates of freight which would be maintained, and would therefore be prevented from selecting our city as the field of their operations; and

Whereas, There appears no good reason for the purchase of the K. C. & N. R. R. by the Tennessee Valley Railroad Company, and while it is true that the Tennessee Valley Railroad Company is in competition with the Southern road for Knoxville business, of which it was doing a large share, and at rates and in a manner highly favorable and satisfactory to our jobbers and manufacturers, and while there are no present rates of freight which would be maintained, and would therefore be prevented from selecting our city as the field of their operations; and

Whereas, Considerable progress has been made in promoting the Black Diamond Railway under the direction of Colonel Albert E. Boone, from the Ohio river to the sea, and

Whereas, This line of railway would be of inestimable value to Knox county and Knoxville, making our city the center of one of the most valuable railway lines projected in recent years; and

Whereas, This projected road would, by its main line and its connections, put Knoxville in a position to invite capital and to do business with the greatest possible advantage in rates on passengers and freight, and to take into and going out of the city, as well as in developing the rich resources of this whole section; and

Whereas, The city of Chicago has manifested a strong desire to come into close relations with this section, and to do so, its most enterprising citizens are endeavoring to solve the problem of direct connection with this and other sections of the South; and

Whereas, Within the last few months the press of Chicago has discussed the Black Diamond line, and it appears that this prospective road would answer the ends the merchants of that city have in view; and

Whereas, We are in hearty sympathy with the efforts and purposes of the people of Chicago, as made known to us; therefore, and in view of the premises,

RESOLUTIONS.

Resolved 1. That this meeting heartily indorse the plan of Colonel Boone, as outlined by him from time to time, and believe that it is for the best interest of Knoxville and Knox county to join with him in forwarding his plans to the end that we may have another great line, not only as a competing line, but one securing to us the control of a new territory and the speedy development of our timber, coal, iron, slate and marble interests.

Resolved 2. That we believe that it will be to the best interest of Knox county to aid the Ohio River, Knoxville and Tidewater Railway Company to the amount of one million dollars (\$1,000,000) by the issuance of Knox county twenty year bonds drawing interest at 4 per cent per annum, interest payable semi-annually, in exchange upon the happening of the following, for a like sum of the preferred stock of the Ohio River, Knoxville and Tidewater Railway Company: one half of said sum, or five hundred thousand dollars (\$500,000) to be due and deliverable to a Board of Trustees for the sale and benefit of said railway company, to provide a fund from which can be drawn moneys needed to defray and pay any deficiency in the interest charges of securities of said road, and the bonds of those roads it will be necessary to compound to indorse whereby to enable said road to absolutely control the entire line; provided, however, that said road, either by itself and other lines of railroad, whose securities it will guarantee, or in aid of other lines, have in operation, under its absolute control, a line of standard gauge railroad of a maximum grade of sixty-six (66) feet to the mile, and curvature not in excess than (5) degrees, except as to curves through cities, towns and villages, from the North Carolina line, or at near where the Little Tennessee river passes from the state of Tennessee into the state of North Carolina, or at near where the Big Creek Gap, Tenn., is a point on the Ohio River at or near Carrollton, Ky., a distance of about three hundred and forty-five (345) miles, and also to include one track of a line of standard gauge railway to the incorporated towns of Knoxville and the incorporated towns of West Knoxville and North Knoxville with a belt line of not less than thirty (30)